

**Sacramento Regional Nonattainment Area Rate-of-Progress SIP
On-Road Motor Vehicle Emissions Budgets**
(tons per day, summer planning inventory)

	2008	
	ROG	NOx
EMFAC 2002 Projections	41.15	76.77
Benefits of State On-Road Measures Not in Baseline	-0.83	-1.39
Benefits of Local Measures that Reduce On-Road Mobile Source Emissions: -Engine Programs*	-0.13	-1.00
Total:	40.19	74.38
MVEB Budget**	41	75

* Includes estimated benefits in 2008 of "chip reflash" funded by SECAT program.

** The convention is to round budgets up to provide a margin for differences that may occur in subsequent emissions estimates from conformity determinations that are due solely to rounding or computational incongruities.

**Benefits of State On-Road Mobile Source Measures Not Reflected
in EMFAC 2002 Baseline**

Measure	Emission Reductions in 2008		Source Category
	ROG	NOx	
Controls for Refuse Haulers	0.08	0.17	Heavy-duty diesel trucks
Smog Check Program Changes*	0.75	1.22	Light and Medium-Duty Vehicles
TOTAL	0.8	1.4	

- * Adjustments from Smog Check Program changes include:
- Benefits from areas added to Enhanced Smog Check Program,
 - Benefits from loaded mode testing for heavy-duty gas trucks,
 - Benefits from eliminating the 30-year rolling exemption, and
 - Disbenefits from increasing new car exemption from 4 to 6 years.